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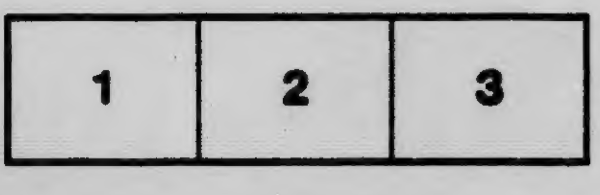
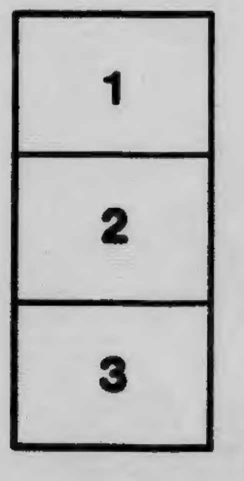
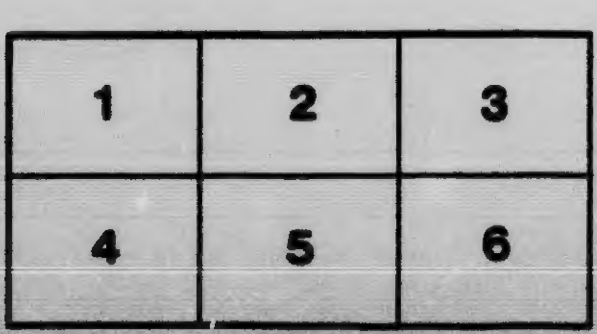
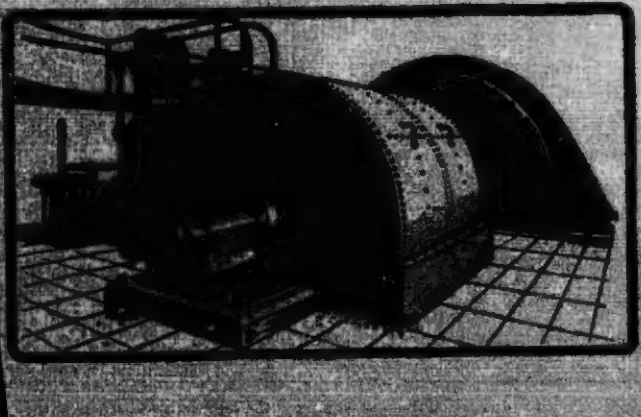






BRITISH COLUMBIA ELECTRIC RAILWAY Co Ltd



JANUARY, 1911

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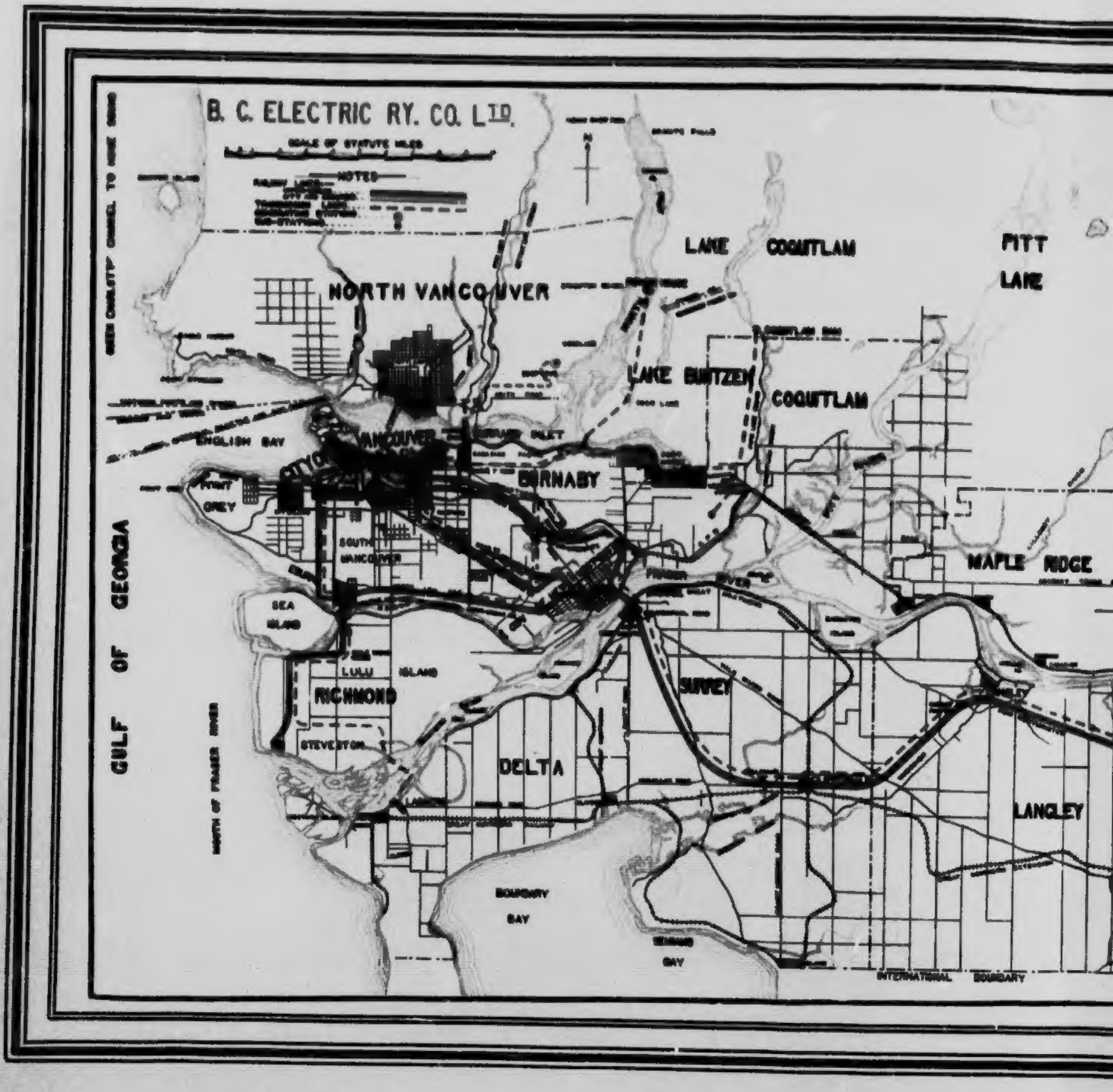
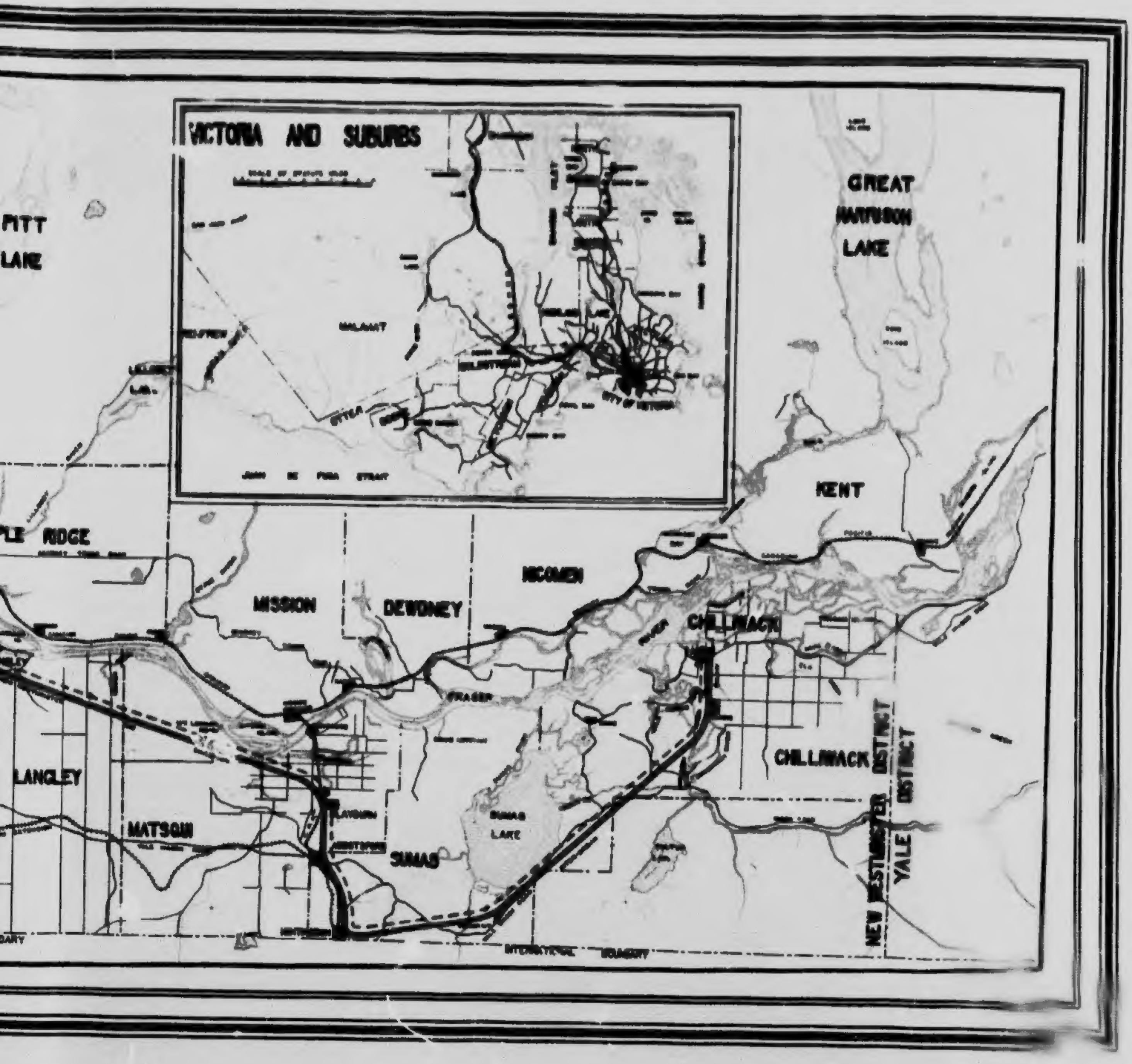

B. C. ELECTRIC RY. CO. LTD.
SCALE OF STATUTE MILES
NOTES
N
LAKE COQUITLAM
PITT LAKE
NORTH VANCOUVER
LAKE BUNTZEN
COQUITLAM
ENGLISH BAY
VANCOUVER
BURNABY
POINT GREY
SOUTH VANCOUVER
MAPLE RIDGE
FRASER RIVER
SEA ISLAND
LULU ISLAND
RICHMOND
SURREY
STEVESTON
DELTA
LANGLEY
GULF OF GEORGIA
MOUTH OF FRASER RIVER
BOUNDARY BAY
SEMIAHMOO BAY
INTERNATIONAL BOUNDARY


VICTORIA AND SUBURBS
MALAHAT
CITY OF VICTORIA
JUAN DE FUCA STRAIT
PITT
LAKE
GREAT
HARRISON
LAKE
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KENT
NICOMEN
MISSION
DEWDNEY
FRASER
CHILLIWACK
CHILLIWACK
LANGLEY
MATSQUI
SUMAS
SUMAS
LAKE
NEW WESTMINSTER DISTRICT
YALE DISTRICT
INTERNATIONAL BOUNDARY

A SHORT ACCOUNT

OF THE

PLANT AND OPERATIONS

OF

THE BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED

THE

VANCOUVER POWER COMPANY, LIMITED

AND THE

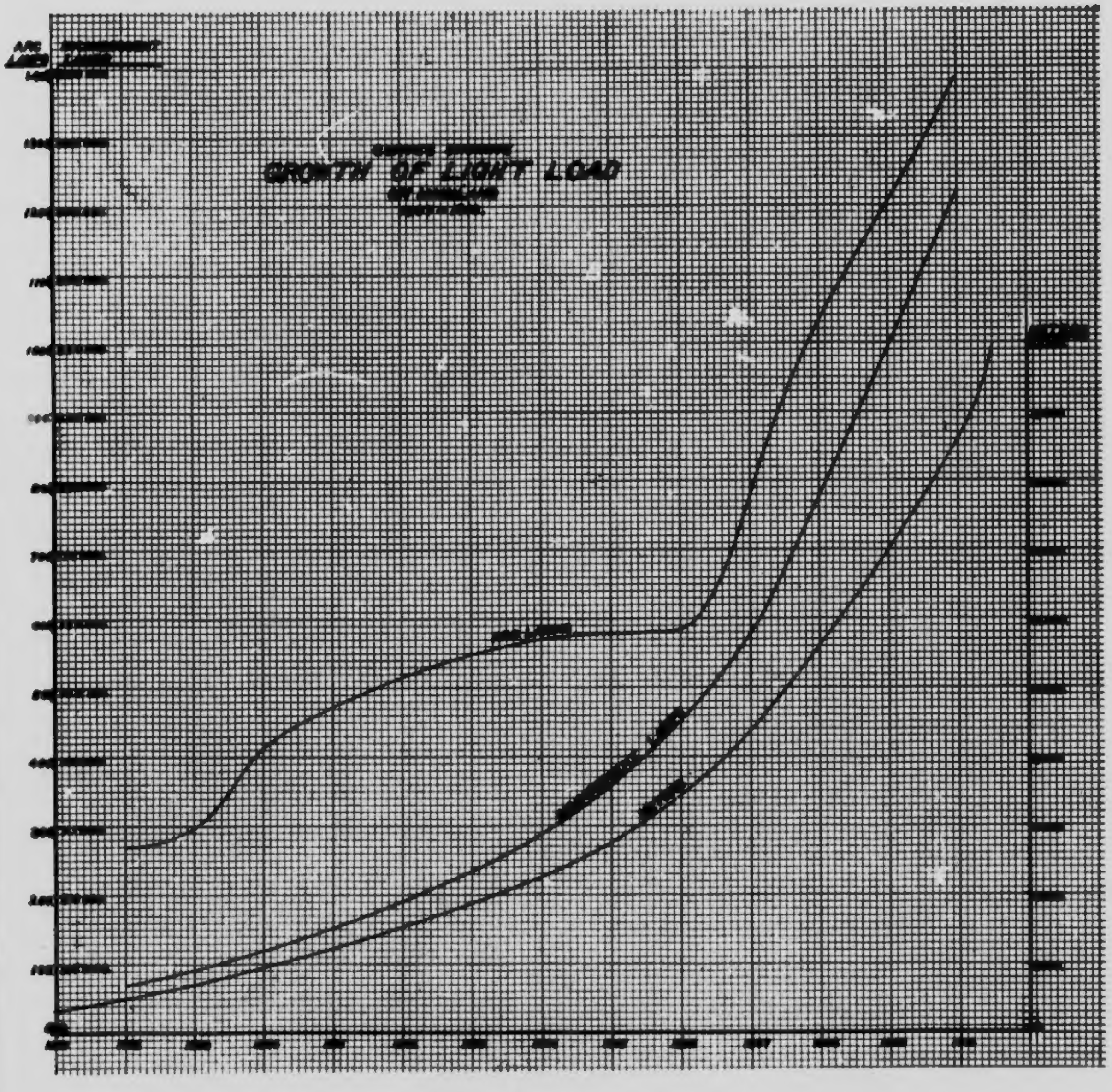
VANCOUVER ISLAND POWER COMPANY, LIMITED

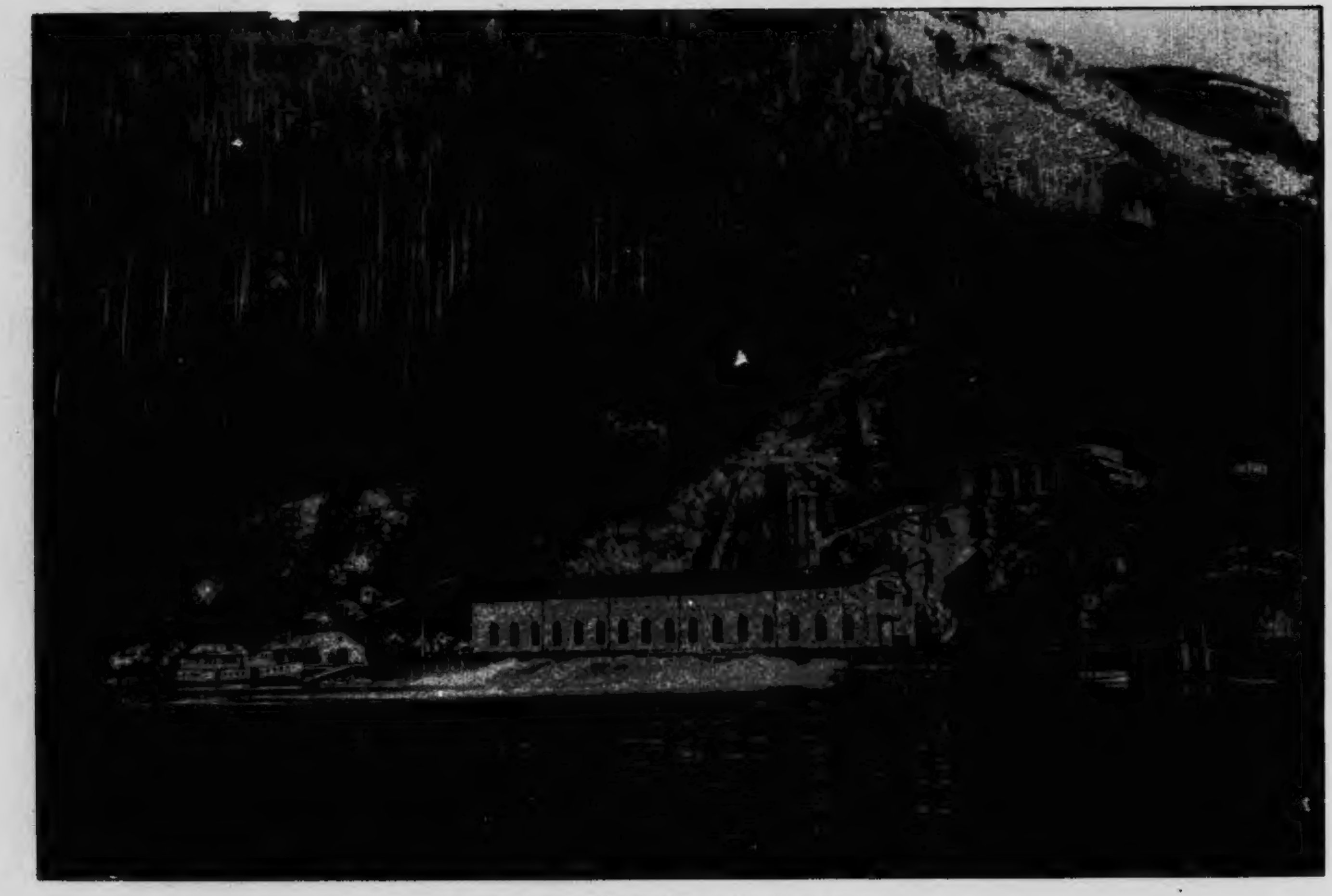
* * *

WITH THE COMPLIMENTS OF
THE COMPANIES
JANUARY, 1911

HASTINGS STREET, WEST
VANCOUVER, B.C.
CANADA

NICHOLAS LANE,
LOMBARD STREET,
LONDON, ENG.


GROWTH OF LIGHT LOAD



Hydro-Electric Generating Plant at Lake Buntzen.

BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED

THE British Columbia Electric Railway Company, Limited, owns and operates Electric Street and Interurban Railways and Light and Power systems on the lower Mainland of British Columbia, especially in and around the City of Vancouver, the commercial capital of B. C., including all the adjacent municipalities, and North Vancouver on the north side of Burrard Inlet; New Westminster, the old capital of the Mainland, and the Fraser Valley Branch, from New Westminster to Chilliwack at the eastern limits of the Fraser Valley.

The Vancouver Power Company was formed as a subsidiary concern in 1898 for the purpose of generating power by a Hydro-Electric Plant at Lake Buntzen, on the North Arm of Burrard Inlet, and the power developed by this plant is distributed and utilized by the B. C. E. Ry. Co. throughout its Mainland systems.

In addition there are two other branches of the Company's operations on Vancouver Island—the Victoria branch of the B. C. E. Ry. Co., which operates in and around the City of Victoria, the Capital of the Province, and the Vancouver Island Power Company, Limited, organized for the purpose of generating electricity by water power for the Company's services on Vancouver Island.

Beside the above the B. C. E. Ry. Co. owns the Vancouver Gas Company in Vancouver and the Victoria Gas Company in Victoria.

The history of the undertaking has been a marvellous record of almost unprecedented growth, unprecedented even in that most rapidly developing branch of Engineering—Electricity.

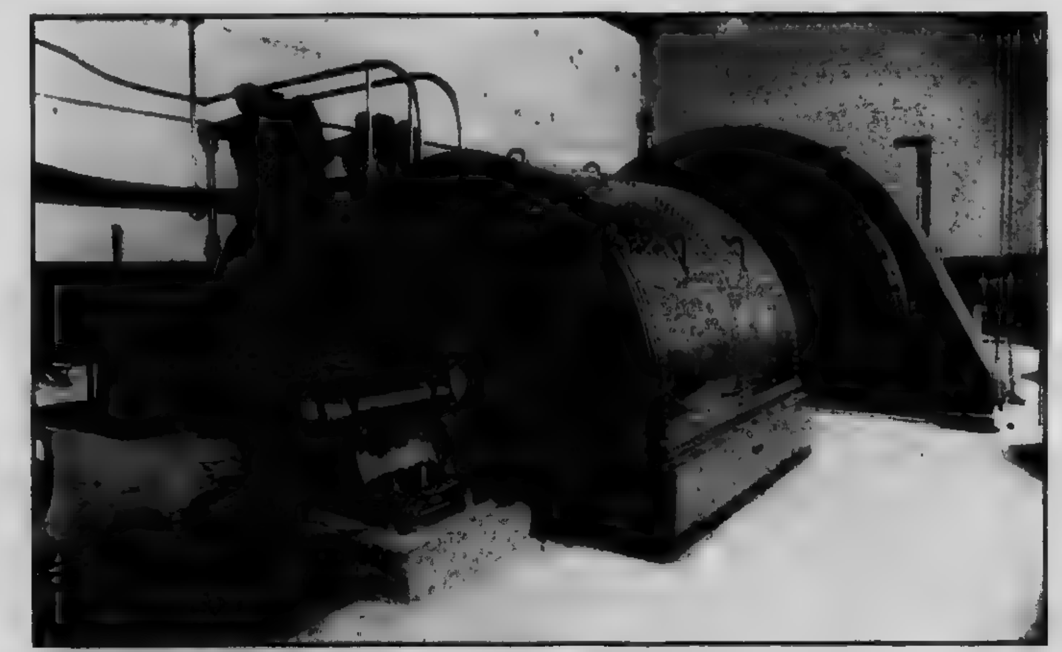
Like similar undertakings in other places, the history of the electrical industry in B. C. has been one of growth from small beginnings through various vicissitudes to a position of assured success, but in few places has this growth been so phenomenal or the success so marked as it has in B. C. The installation of electrical plant was inaugurated by the Vancouver Electric Illuminating Co., Ltd., in 1887, and in 1889 a second company, known as the Vancouver Street Railway Co., Ltd., was formed to operate by animal traction, but plans were changed and electrical operation adopted from the commencement of the service. In the following year (1890) the two companies were merged and the lines electrically operated. In 1890 there was also commenced the New Westminster interurban system and the Victoria (Vancouver Island) system. These were again merged into one Company, known as the Consolidated Railway Co., Ltd., and as such were operated until 1897, when the British Columbia Electric Railway Co., Ltd., was formed and purchased the amalgamated undertakings, which have been run continuously by this Company ever since. In 1905 the Hydro-Electric plant at Lake Buntzen was put into operation.

In 1904 the street railway work of Vancouver City was handled by one 500 k.w. Rotary Converter, whilst to-day in the Vancouver substation alone there are two 2,000 k.w. and one 500 k.w. Rotary Converters, a total of 4,500 k.w., and the Company have Rotary substations in operation on the Mainland at the following points also: New Westminster, North Vancouver, Chilliwack, Burnaby, Point Grey, Cloverdale, Matsqui, Langley, and Sumas. The total capacity of its substations at present is 10,500 k.w., and another substation is now in course of construction at Collingwood East, which will have installed a Rotary Converter of 500 k.w. capacity. Such is the phenomenal development in street railway work alone. In the other branches, Light and Power, the story is the same—one of great and rapidly increasing growth. When it is considered that every part of the plant has been installed to take the place of out-of-date machinery in a short space of six years, it will be seen how great has been the development which has taken place in this "last outpost" of the Empire.

An auxiliary steam plant of three turbine units has recently been added for a stand-by and for emergency cases, giving a total steam capacity of 6000 k.w.

In the lighting branch the Company had in 1904 about 4,600 meters installed on the Lower Mainland, whilst now it has 25,000 meters. In the power load it had in 1904, 1,200 h.p. of connected load, whilst at the end of 1910 it has reached 17,000 h.p.

Close to the shore of the North Arm of Burrard Inlet and four hundred feet above high tide is Lake Buntzen. It was named in honor of J. Buntzen, Esq., Director of the Company, and for several years its General Manager. This lake of 500 acres is fed by the waters of the Eternal Snows, but would be inadequate to supply a plant of this magnitude. It has,



End view of one 10,500 h. p. unit, showing "Doble" wheel and governors.
Lake Buntzen Generating Station.

One of the 10,500 h. p. Generators (Lake Buntzen Generating Station).

Proposed New General Offices and Interurban Station at Vancouver

¶Total Office Staff of the Company in Vancouver in 1896. The number of office employees in the new building shown on the opposite page will be over three hundred. ¶This is typical of the phenomenal growth of the City of Vancouver and [illegible]ct.

therefore, been connected, by means of a tunnel, to Lake Coquitlam, altitude 432 ft., area 2300 acres, drainage area 100 sq. miles, whilst the rainfall amounts to 150 inches per year. This tunnel, 12,775 ft. in length, is the longest purely Hydro-Electric Tunnel in the world, and of itself constitutes a work of no mean engineering character.

A concrete dam, 54 ft. high, across the canyon (the outlet of Lake Buntzen) at once raises the water level of this lake, increases its storage capacity and contains the pipe intakes.

The site for the Generating Station has been blasted out of the solid rocks and cliffs, and the buildings were erected from the granite so quarried. The within pictures of this plant and surroundings show the transformer houses, step-up stations and operators' dwellings. Immediately behind and above the Power House an electric elevator in a concrete shaft serves as a means of quick conveyance from one to the other. To the right of the Power House is a concrete warehouse and wharf built on concrete piers. Cars loaded with the heaviest machinery and freight are landed on this wharf over a drop apron, at any stage of the tide.

The installation in the Power House at present consists of six units, totalling 33,000 h.p. Four of the units are 3000 h.p. each, the other two 10,500 h.p. each.

To provide an ample water supply for the future growth of the business the tunnel between Lake Buntzen and Lake Coquitlam is being enlarged to double its original capacity, and the storage capacity of Lake Coquitlam is being increased by the erection of a 60-foot dam at the outlet of the lake to replace the existing 12-foot dam. It is expected that the enlargement of the tunnel will be completed early in February of this year, and the raising of the dam will be pushed with all possible expedition.

In addition to this the Company has other water power under development.

Two pole lines, 80 feet apart, carry four distinct sets of high-tension transmission wires over a private right-of-way to the north shore of Burrard Inlet, opposite Barnet. Between two wooden towers on this north shore and two steel towers at Barnet on the south shore, a span of over 3000 feet, these four sets of high-tension lines cross the salt water, giving a headway of 132 feet for clearance of the masts of sailing vessels. From Barnet almost straight west one pole line, with two sets of transmission wires, continues to Vancouver City substation; the other almost straight south to Burnaby substation. The Vancouver substation and the Burnaby substation are interconnected along the Company's private right-of-way, the Westminster-Vancouver Interurban Railway, by two independent sets of transmission wires, so that in case of trouble on any one line an uninterrupted service may still be maintained. From Burnaby substation two sets of transmission wires run out to New Westminster City substation, and five new substations, about 12 miles apart, on the Fraser Valley Branch to the City of Chilliwack, 64 miles from New Westminster.

From Barnet a further high-tension transmission line leads directly east, dividing into two branches, one supplying Lake Coquitlam and the other the Asylum Farm substation, a Government institution, and New Westminster Junction, and Port Moody.

From the Vancouver substation two sets of transmission lines lead out towards the city of North Vancouver and its surrounding district, crossing the harbor at the Second Narrows on a set of high masts 190 feet above tide water. The receiving substation for this line is located in the east end of the City of North Vancouver; the other line follows the right-of-way of the Lulu Island Railway to the substation on Lulu Island.

The Vancouver City substation naturally is the largest and most interesting. It supplies the business, residence and street lighting of the city, the suburbs of South Vancouver and Point Grey, the power for numerous industrial motors in these districts, in addition to the city's extensive street railway system. Two six-phase 60-cycle Rotaries, recently added to its equipment, are particularly interesting to the electrical

One End of Main Switch Board at Power House.
(Lake Buntzen Generating Station.)

Rear View of Generating Plant, Showing Transformer House.

One of the large Valves being placed in position for 10,500 h. p. Unit at Lake Buntzen.

engineer as being the largest of their kind in the world.

Next to the Vancouver substation the most important substation on the system is located at Burnaby, about nine miles from Vancouver, on the Vancouver-Westminster interurban line. It is the switching point for Westminster City, Vancouver-Westminster Interurban and Fraser Valley branches. Two 10,000-volt transmission lines distribute power over considerable distances to large sawmills on Burnaby Lake to the north and the Carbolineum Works on the Fraser River to the south, a third to a Granite Quarry on Deep Cove, near the proposed Dry Dock, and a fourth south from the Fraser Valley Branch into the municipality of Ladner, the principal use of this being for the operation of the Municipal Water Works.

The Lulu Island and Point Grey substations apparatus, operates the Vancouver and Lulu Island Railway and the Eburne-Westminster line, and also lights the

Seven Feet Wooden Stave Pipe at Commencement of Penstock.

Concrete Compartments and Safety Gates on High Tension Side, also Electrolytic Arresters.

Exterior View of Auxiliary Steam Plant, Showing Large Concrete Stack
(Highest in Canada.)

residences of the farmers along and near these railways, the town of Steveston at the mouth of the Fraser, the towns of Ladner and Port Guichon on the south side of the Fraser River, the motors in the salmon canneries along the river bank, and the stables, barns and dairy houses of the farmers in this district.

A portable Rotary substation of 300 k.w. capacity, mounted on trucks for hauling from place to place, is found very useful and convenient to assist in the moving of large crowds to the various parks, both in Vancouver and Westminster, and to the exhibition grounds in both cities.

The electric railway system of the Company, consisting of the Mainland and the Vancouver Island (Victoria) systems, is fully shown on the accompanying maps. It comprises 200 miles of track on the Mainland and 25 miles in Victoria and its suburbs.

All along the various Interurban Lines the Company has extended its lighting and power circuits. These are greatly appreciated, and exceedingly well patronized by the residents and settlers of the districts traversed, giving them practically all city conveniences in their suburban homes, and even on the farm. Small electric motors for water pumping and other household duties are used quite extensively from these lines. For the improvement of the suburban roads, rock crusher motors are operated for various municipalities.

Along the banks of the Fraser River from Point Grey (Eburne), through South Vancouver to Burnaby, a number of industries and factories have by this means been able to obtain a cheap and reliable power, available at all hours of the day, as well as a good and frequent railway service, with siding facilities for the handling of freight in carload lots.

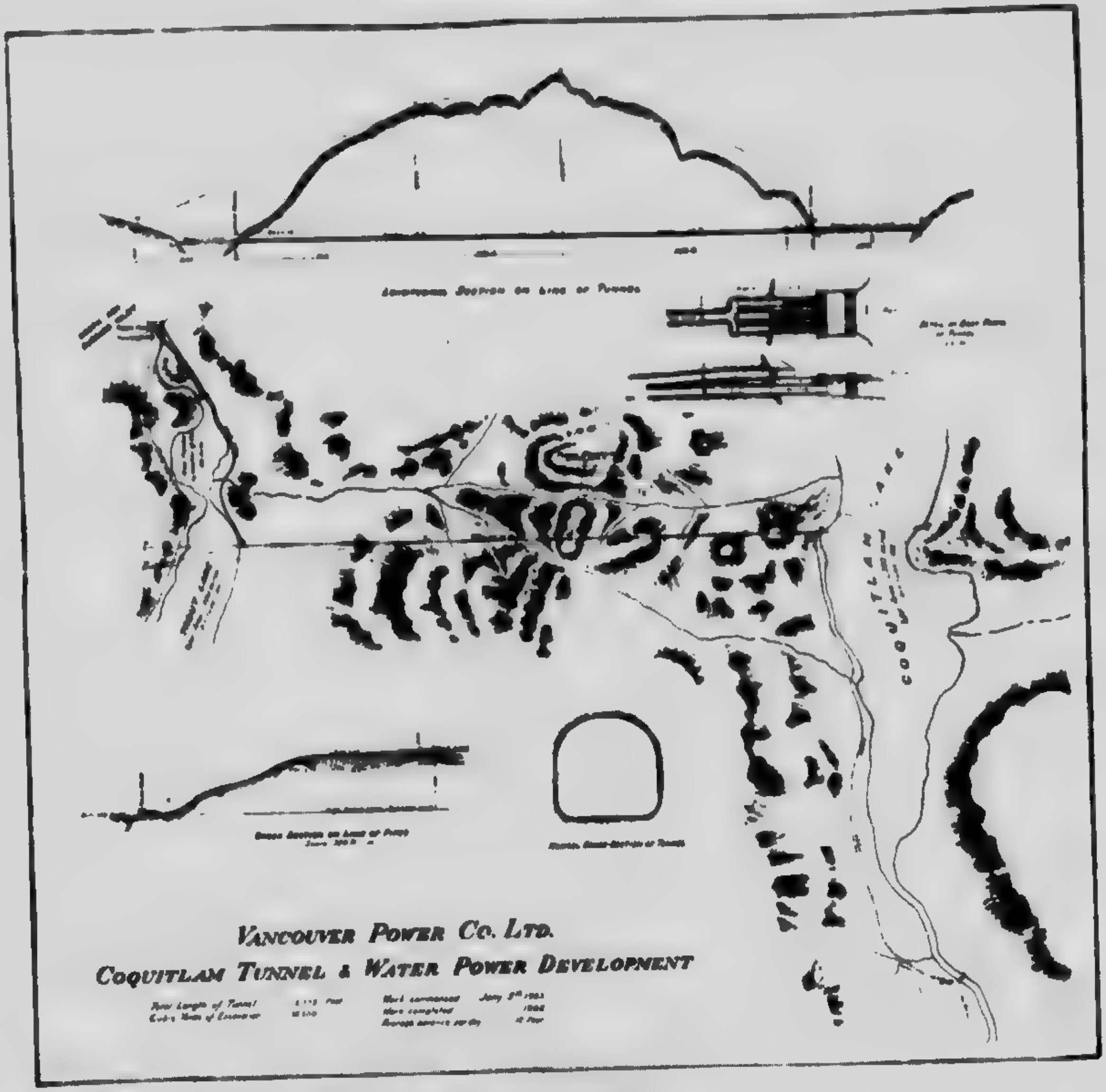
Into the timbered sections branch power lines have been built for the operation of sawmills and shingle mills, obviating the hauling of the unwieldy and ponderous logs, at the same time clearing up these districts for the settler and his plow. A number of the illustrations show plants of this kind in the timber

[illegible] View of Auxiliary Steam Plant; Three [illegible] Turbo [illegible] Units
1,500 Kilowatt Each.

between Vancouver and Westminster and near North Vancouver. All of these, when first connected and started up, were closely surrounded by timber, which may now be noticed receding in the distance before the onslaught of electrically-driven saws and planers. The lumber from these mills is again worked up in the numerous electrically-operated woodworking establishments, box factories, shipbuilding yards, etc., in the three cities. The car-building shops of the B. C. E. R. Co., Ltd., in New Westminster, is a good example of the use of the electric power.

Since the extension of the Company's power circuit to New Westminster and through its manufacturing and wholesale section, a number of very important industries have adopted the electric drive, among others a large can factory, an ice and cold storage plant, several machine and iron works, butcher shops and their cooling plants, bakeries, plumbing shops, printers, etc. The swings of the two bridges spanning the Fraser at New Westminster City are also operated by the current from this Company's lines. All along the river front of this city, power lines are now available for any industries intending to locate there. These same power lines now extend along the Fraser Valley line to the city of Chilliwack, 64 miles in length, serving towns and villages, farmers and sawmills en route. On this line particularly the mill is taken to the timber instead of the timber to the mill.

Many and varied are the uses to which the electric current supplied by the Company is put. Its flexibility lends itself to almost any undertaking. An attempt, in a small way, is made to illustrate this with the assistance of the camera, and the photographic reproductions herein may be sufficiently interesting to be kept as a memento of the "Farthest West" and one of the institutions which has done its full share towards bringing about the highly prosperous conditions which exist in British Columbia to-day.

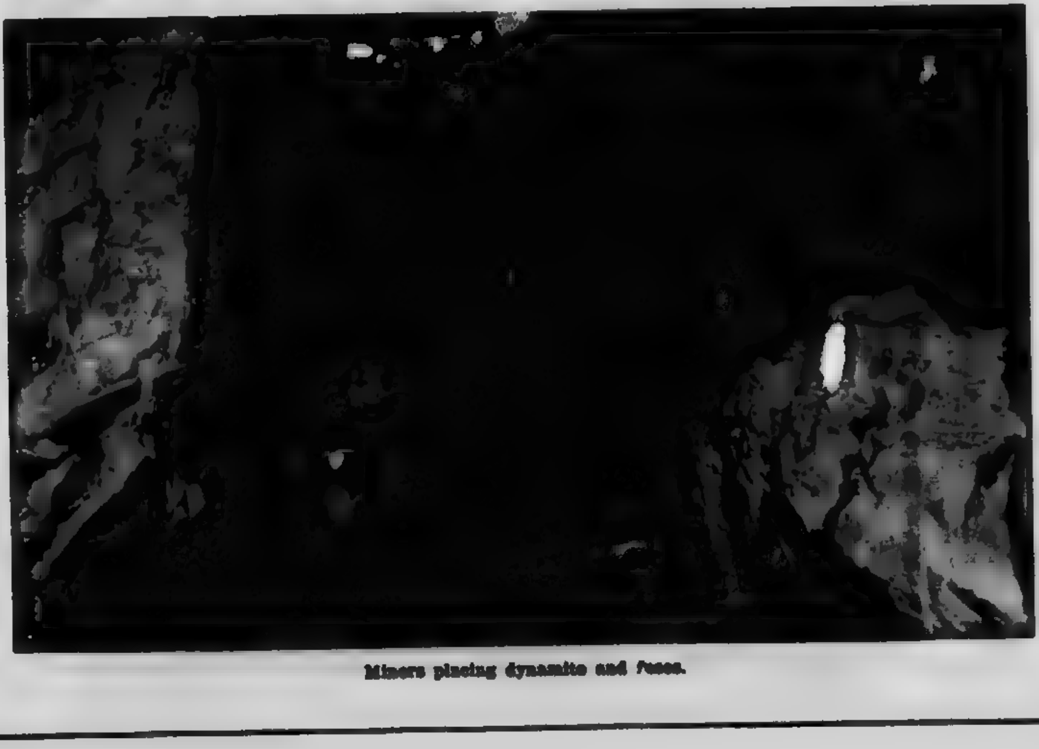


One of the large six-phase Rotaries in Vancouver Sub-Station.

HYDRO-ELECTRIC TUNNEL ENLARGEMENT, LAKE BUNTZEN TO LAKE COQUITLAM

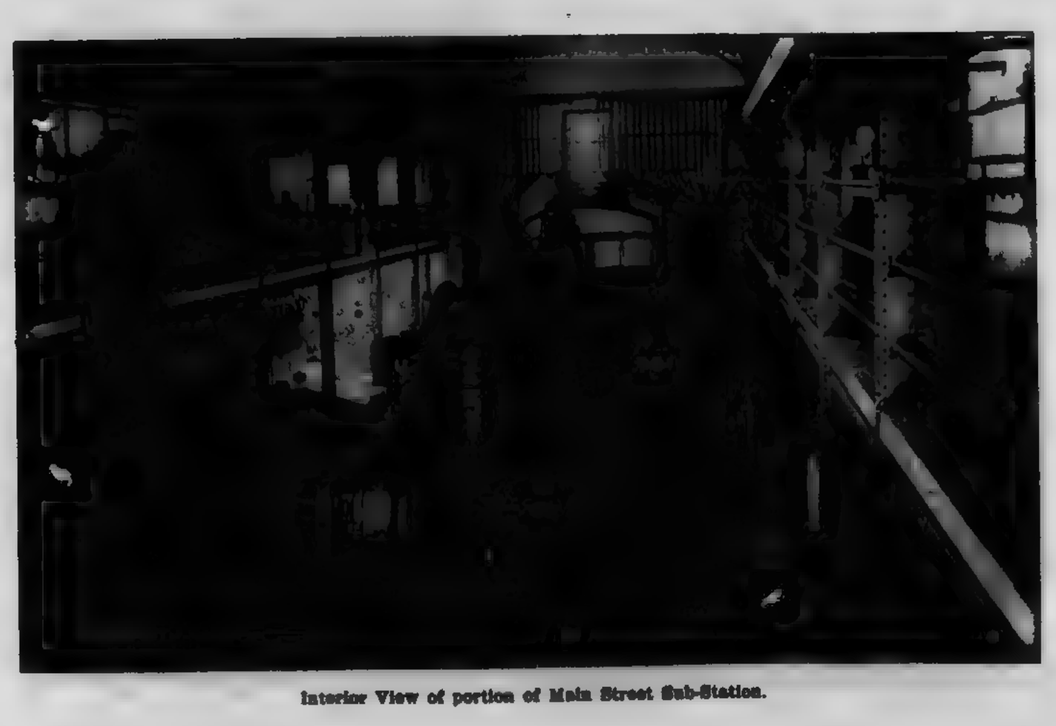
To be completed in February, 1911

Drilling by Compressed Air.



Miners placing dynamite and fuses.

Exterior View of Main Street Sub-Station, showing High Voltage Wires.



Interior View of portion of Main Street Sub-Station.

Meter Testing and Repairing Room, Vancouver.

Type of Suburban Sub-Station for Light, Power and Interurban Railway Work.

Car Repair Shops, Main Street.

Lulu Island Sub-Station.

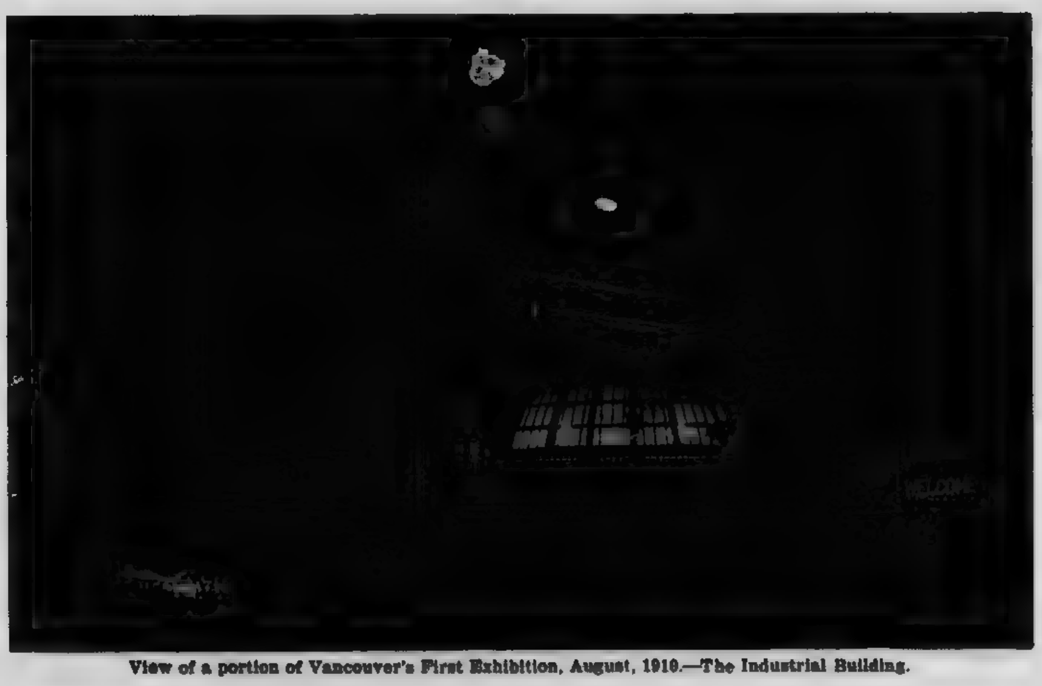
Chilliwack Sub-Station.

High Tension Transmission Lines across Second Narrows, Burrard Inlet, supplying North Vancouver.

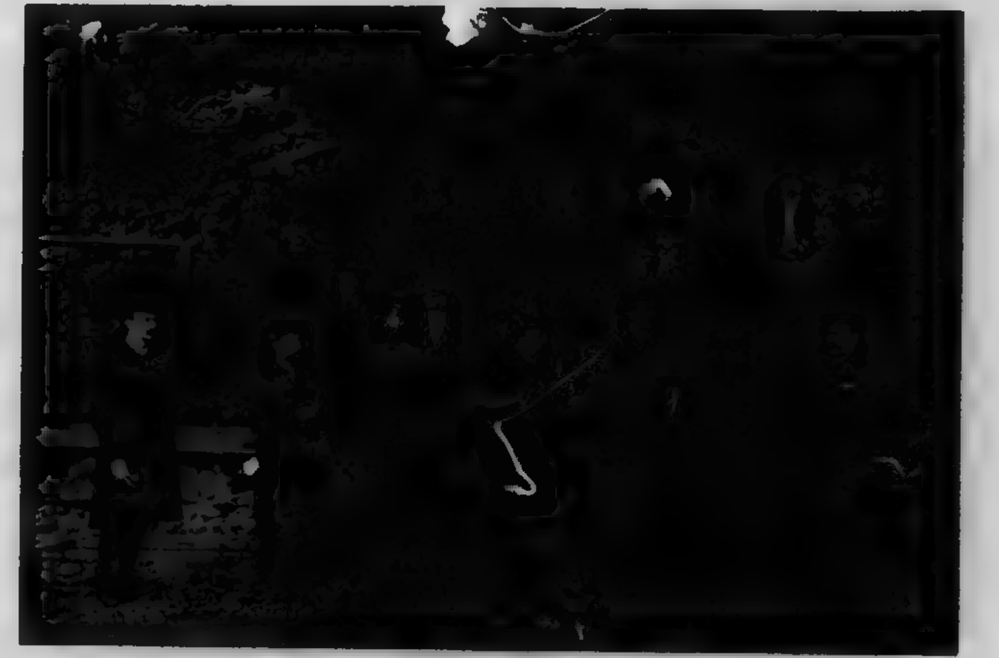
Transmission Lines supplying light and power to the Lower Fraser District, including Ladner and the [illegible]

Towers Nos. 1 and 2 across the Lower Fraser River on the Ladner-Delta transmission line.

Decorative Illumination of a few of New Westminster's Exhibition Buildings.



View of a portion of Vancouver's First Exhibition, August, 1910.—The Industrial Building.



Inspection Party at Lake Coquitlam Tunnel Portal.

Type of City Car built in the Company's
own shops at New Westminster.

Type of Suburban Car
built in the Company's own shops,
New Westminster.

High Tension Transmission Towers at Barnet.

Freight and Passenger Electric Locomotive.

Handling Big Crowds at Vancouver.

VICTORIA

Provincial Parliament Buildings

Panoramic View of Victoria City.

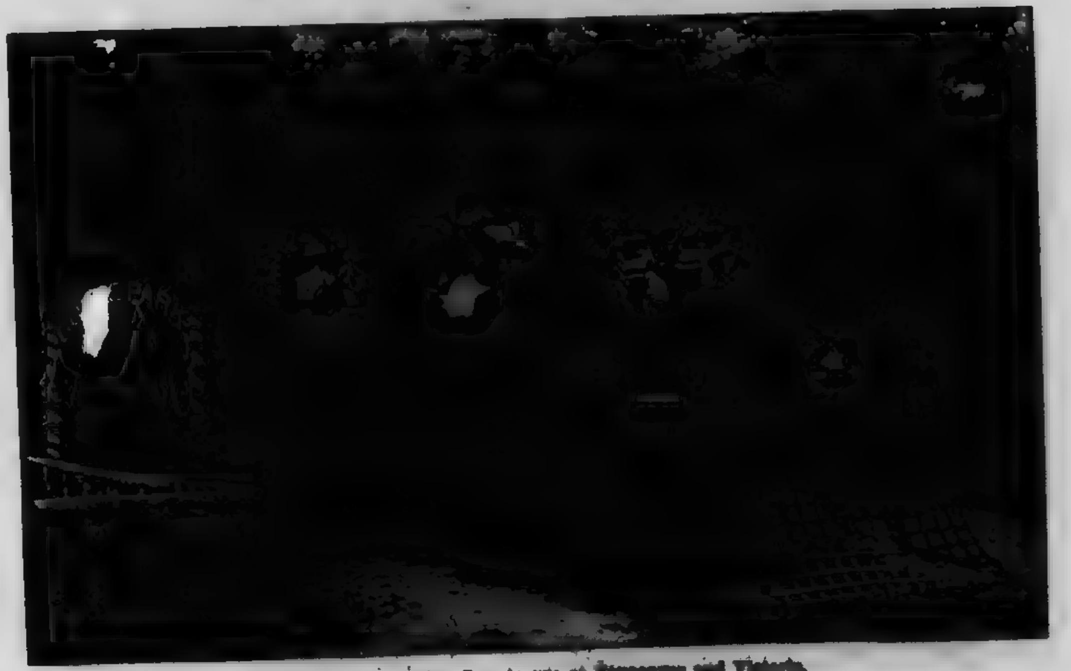
VICTORIA

Inner Harbour

Outer Harbour, served by the "Outer Wharf" Car Line.

VICTORIA

Terminus of the "Oak Bay" Car Line, with Mt. Baker in the distance.



Type of Observation Cars in use at Vancouver and Victoria.

[redacted] Scenes in Beacon Hill Park, served by the [redacted] [redacted] Line.

VICTORIA

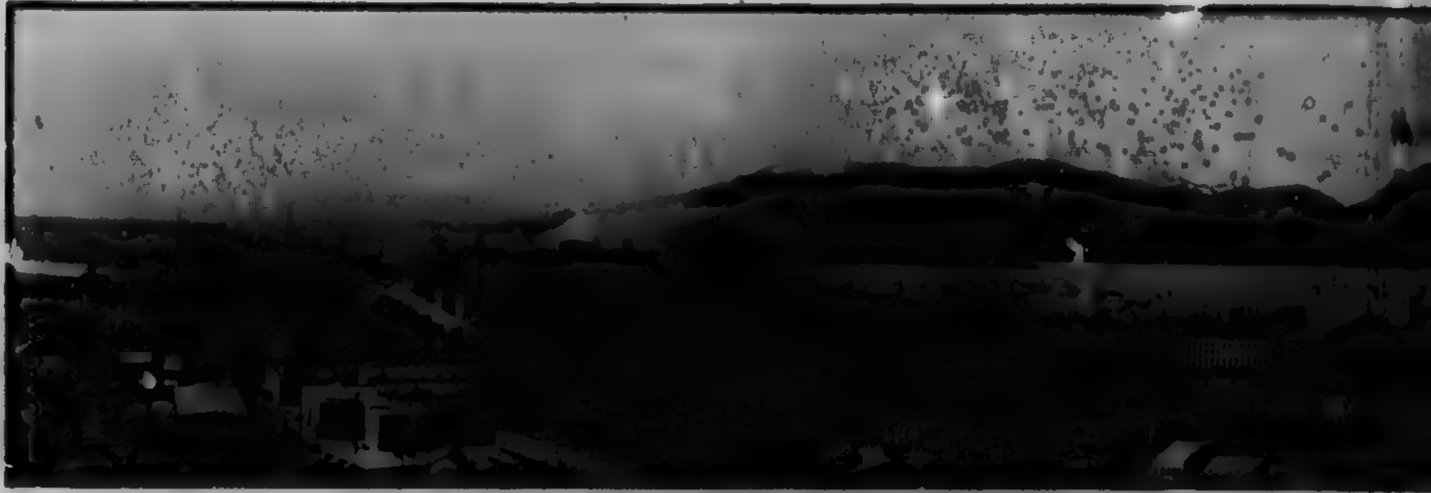
Offices of the Victoria Branch.

Bridge in "Gorge Park," the Company's property between Victoria and Esquimault.

VICTORIA

Boating Scene at Gorge Park.

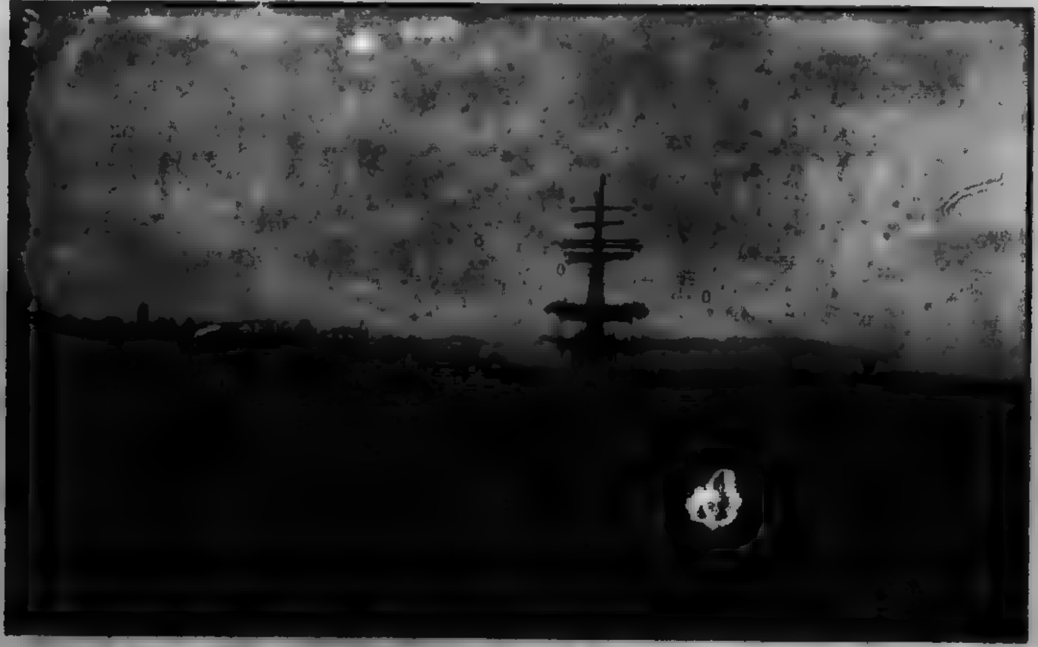
Japanese Tea Garden at Gorge Park.



PANORAMA OF THE BUSINESS SECTION AND HARBOUR OF VANCOUVER CITY.
(From the top of the Company's mast.)

A portion of the Convention Delegates of the North West Electric Light and Power Association meeting on board the "S.S. Queen," Vancouver Harbour, Aug. 29, 1919.

North Vancouver in distance on the North Shore.



The Fresh Water Harbour of the City of New Westminster; Fraser Bridge in the distance, carrying High Tension Transmission Line, supplying Fraser Valley Branch.

City Sub-Station at Victoria.

Exterior of Victoria Car Barn, Victoria.

Hydro-Electric Power House at Coldstream
Supplying Power to Victoria.

Interior of Car Barn, Victoria.

"Tudor" Storage Battery Room, Victoria.

LAKE COQUITLAM

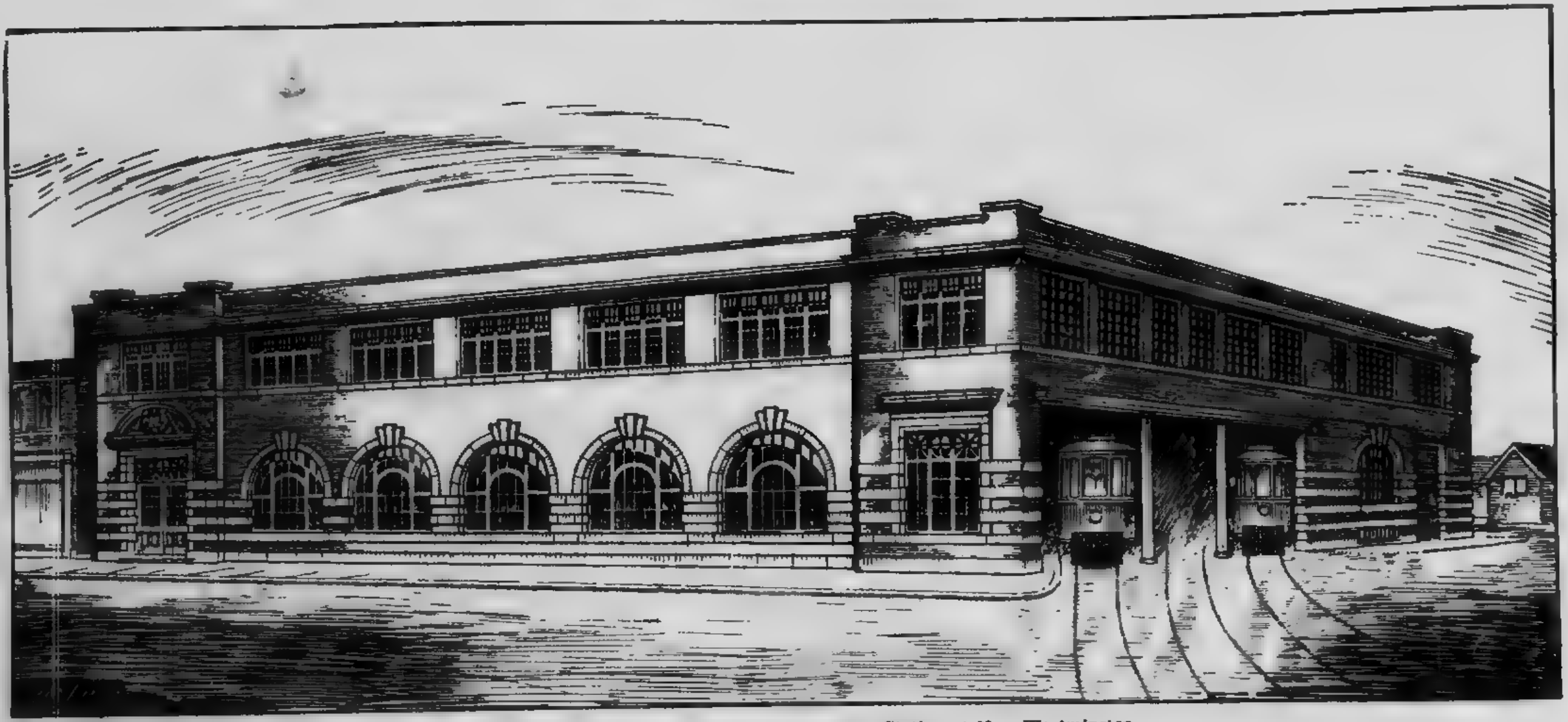
View of Section of Lake from Tunnel Entrance.

* * *

Electrically operated Monitor sluicing and clearing site for 75-ft. Dam.

Site of Dam.

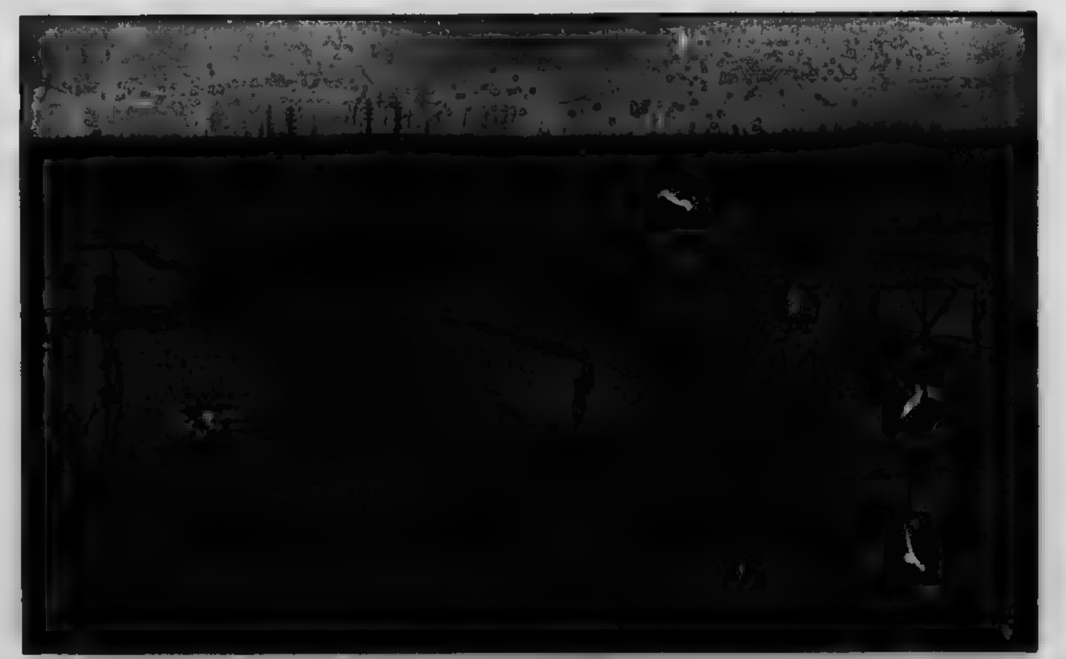
NEW WESTMINSTER



Proposed New Offices and Interurban Passenger Station at New Westminster.
Now in course of construction.

NEW WESTMINSTER

View of a portion of New Westminster City Water Front from the Fraser River.



Government Bridge across Fraser River, carrying High Tension Transmission Line and Rails for Fraser Valley Branch

CAR-BUILDING PLANT OF THE COMPANY AT NEW WESTMINSTER

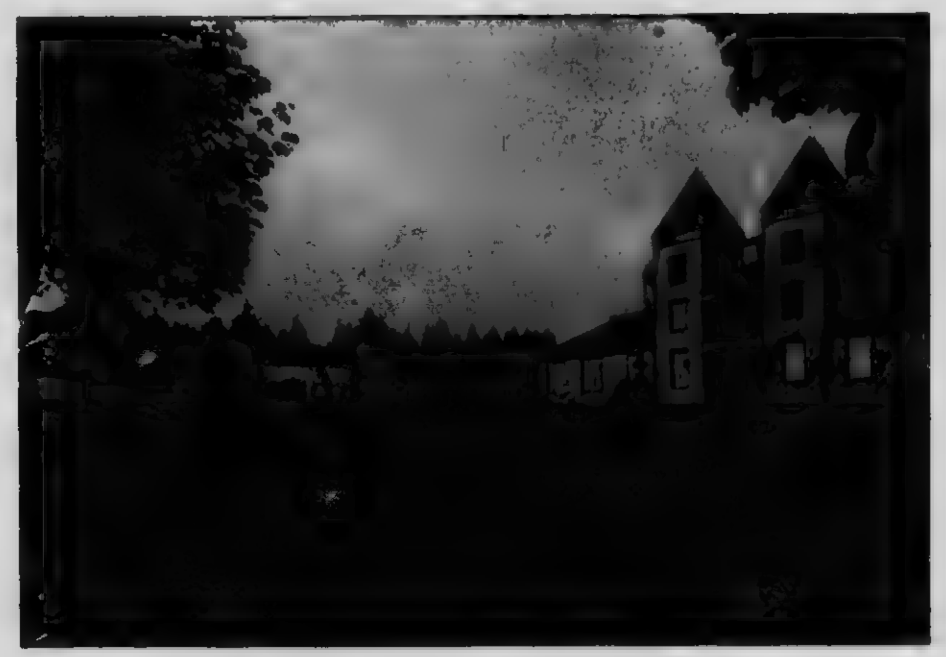
Exterior View of Erecting Shop.

Rear General View of Plant.

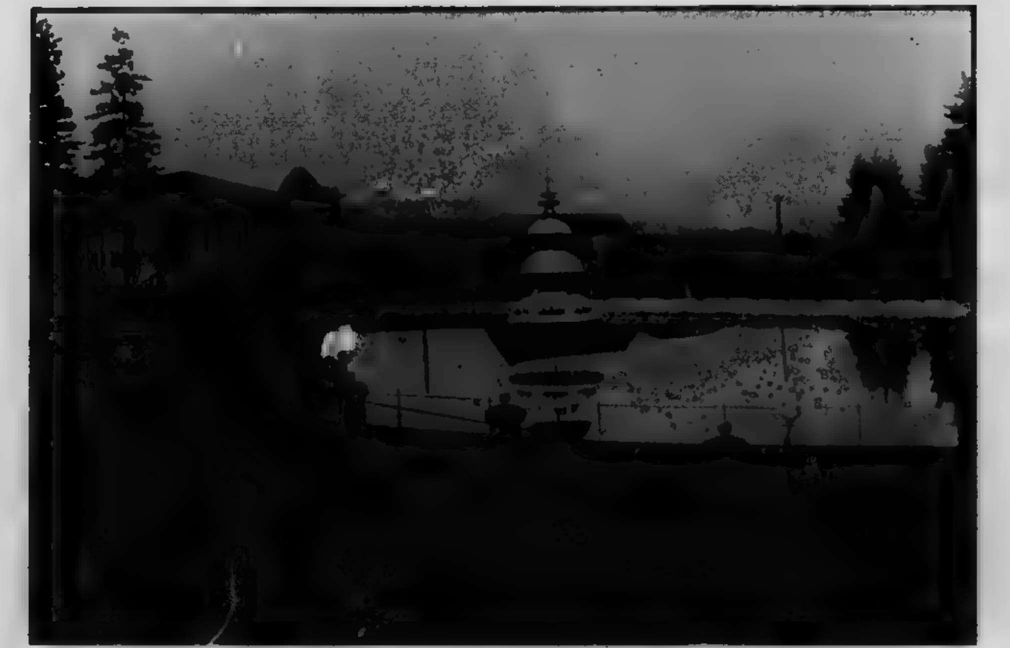
Interior View of Factory.

Interior View of Erecting Plant.

NEW WESTMINSTER

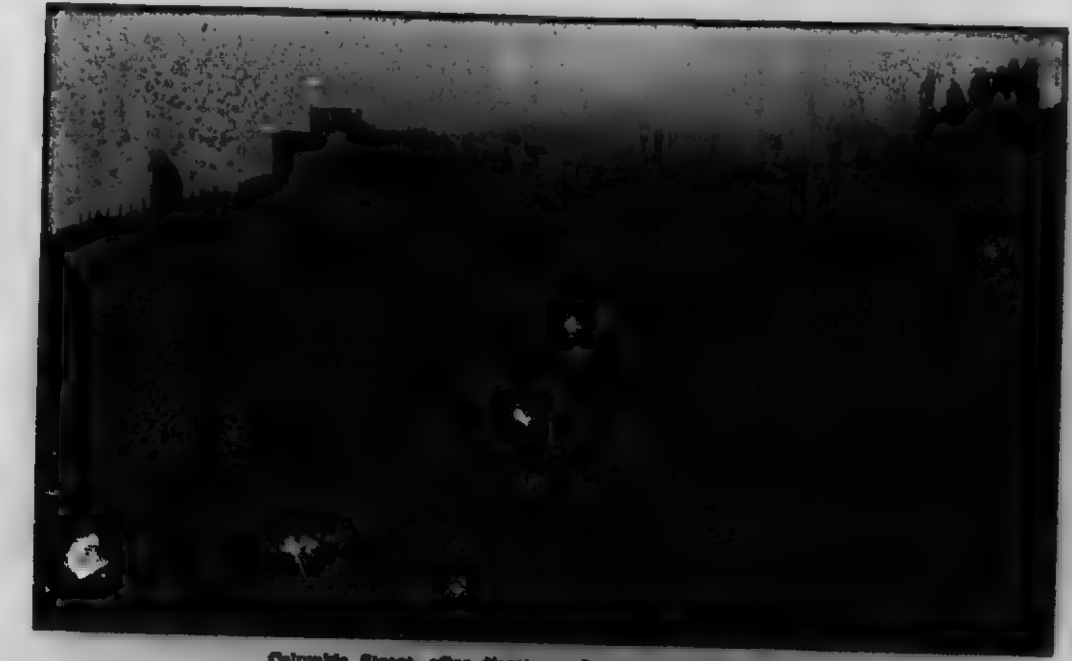


A portion of Queen's Park, with Exhibition Building.



A portion of the Exhibition Grounds, Queen's Park, with Electric Fountain.

NEW WESTMINSTER



Columbia Street, after disastrous fire of September, 1898.

Columbia Street, 1910.
Ornamental (Tungsten and Arc Light) Street Lighting.

NEW WESTMINSTER

Section of Columbia Street, showing track and steel centre pole construction.

High Tension Switch Board, New Westminster Sub-station.

Step-down Transformers and Rotary Converters, New Westminster Sub-Station.

Applications of Electric Power

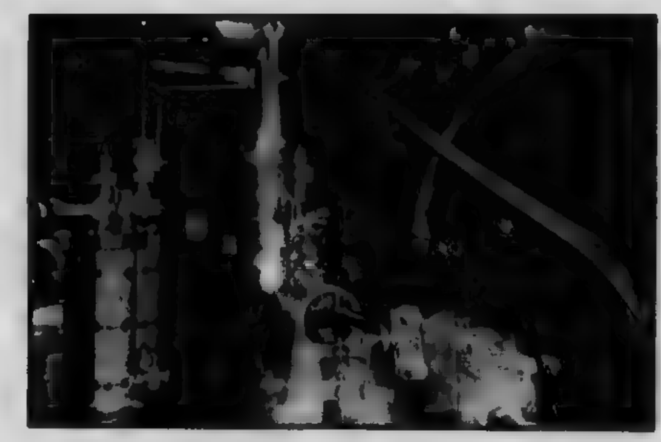
Electric Turpentine Works.

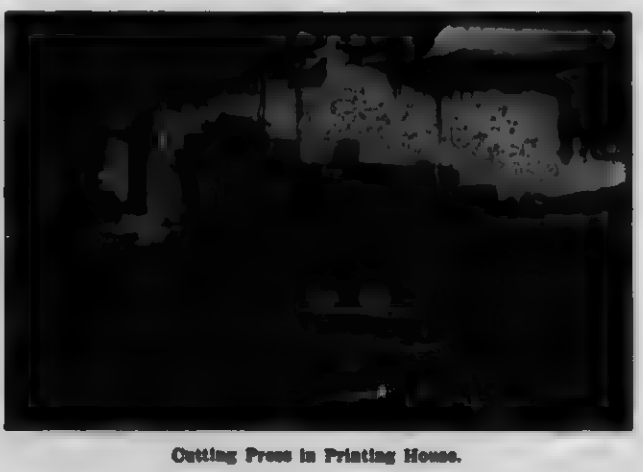
Chemical Works, 146 Horse Power.

Private Water Plant in Suburbs.

Feed-Cutting Plant on Farm Near Eburne.

Applications of Electric Power


Refrigerator Plant, New Westminster.


Cutting Press in Printing House.

Automatic Can Factory, New Westminster.

Sash and Door Factory, New Westminster.

Over 100 Independently Driven Sewing Machines
in Clothing Factory.

Electric Cloth Cutter, 5 H. P.
Clothing Factory.

Applications of Electric Power.

Lumber Mills at the edge of Virgin Forest operated by one 125, one 15 and one 10 H. P. Motors.

Mill under construction now operated by one 300 H. P. and one 100 H. P. Motor.

Applications of Electric Power

Mill in Forest—125 H. P. Motor.

Cedar Lumber Mill in Forest—[illegible] H. P. Motor

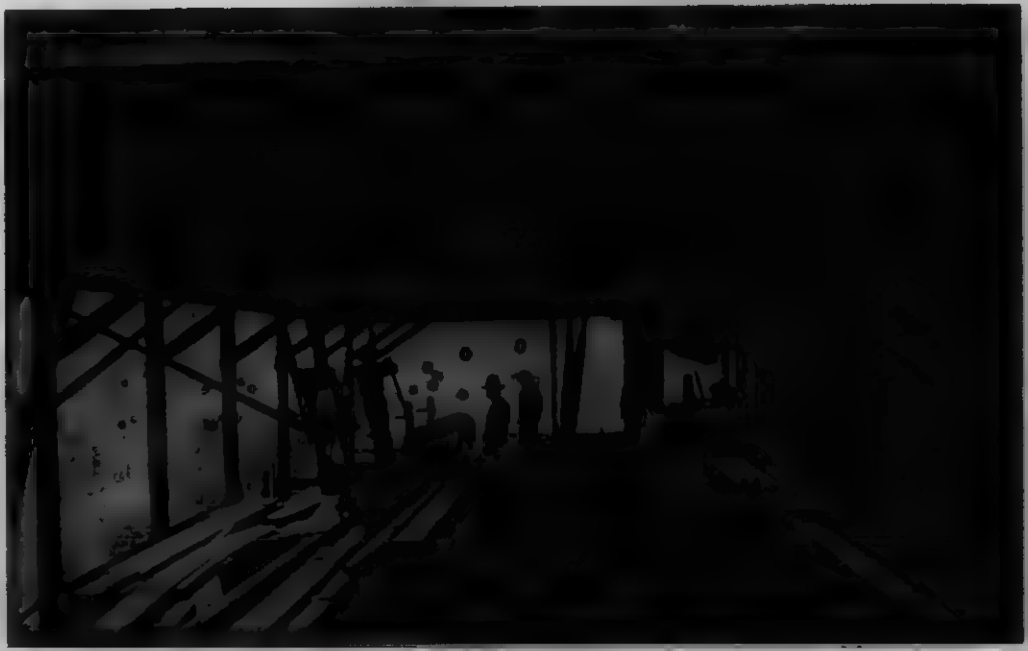
Pole Line Construction in Forest—Living Tree.

Exterior View of Lumber Mill in Forest.
One 35 H. P. and one 25 H. P. Motor.

Interior View of Same.
Showing 35 H. P. motor direct connected to Saw Shaft.

Applications of Electric Power

Lumber Mill in Forest near Vancouver, 125 Horse Power.



Interior View of Same.

Applications of Electric Power

Suburban Sash and Door Factory.

Shipyard at North Vancouver—65 Horse Power.

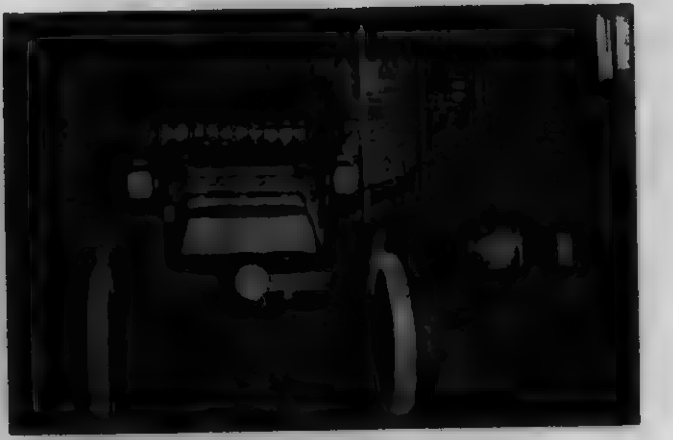
One of the Rooms in Shipyard.

Lumber Mill close to Standing Timber.

Motor Room of same Establishment,
Entirely Electrically Driven.—North Vancouver.

Applications of Electric Power

Public Charging Station for Electric Vehicles.



Private Rectifier set for Charging Electric Vehicle.

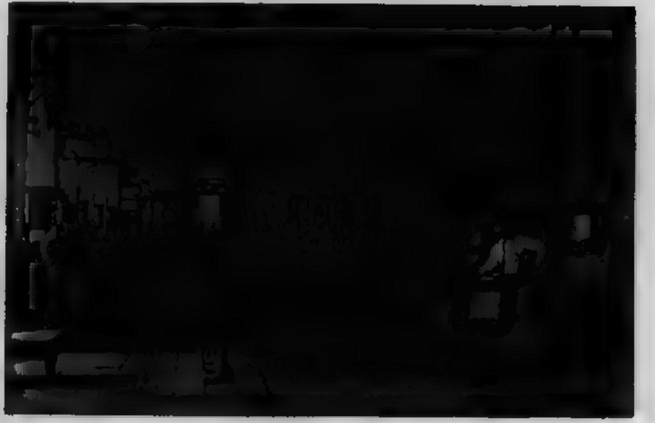
Transformers Supplying 225 Horse Power,
Vancouver Engineering Works.

Steel Foundry with Bessemer Converter.

Blowers for Bessemer Converter, Motor Driven

Applications of Electric Power

Exterior View, Prudential House Builders.
335 H. P. in use.



Interior of Factory
with individually driven machines.

Transformer House for C. P. R. Shops—300 Horse Power.

Wheel House, C. P. R. Shops.

Compressor Plant for C. P. R. Shops.

Applications of Electric Power

Colonist Newspaper, 30 H. P., Victoria.

Sash and Door Factory, 30 H. P. and 40 H. P.

Private Pumping Plant, University School—Small 3 H. P. Motor.

Grain Warehouse Elevator, 7.5 H. P.

Sand and Gravel Elevator, 25 H. P.

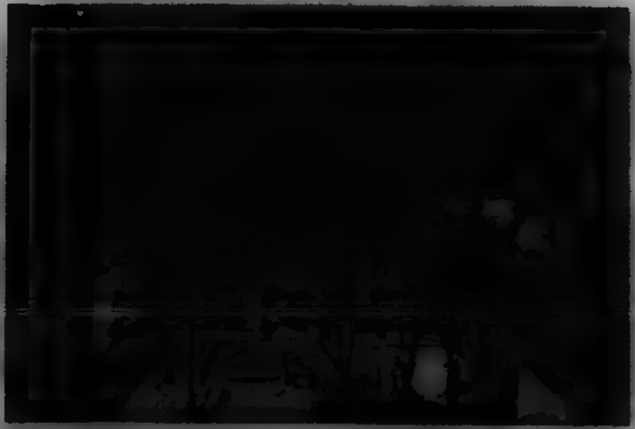
Automobile and Wagon 5 H. P. Elevator.

Applications of Electric Power

City Pumps, Victoria.
15 H. P.

Double Acting Shears.
Esquimault Marine Railway.

Rice Mill, 15 Horse Power.



Angular Saw, Marine Railway, 40 Horse Power.

Hon. Richard McBride, Premier of British Columbia, leads the cheering after driving the last spike at Chilliwack and declaring the Fraser Valley Branch Line open October 3rd, 1910.

General Manager R. H. Sperling receiving congratulatory address from Mayor Munro of Chilliwack at the opening of the Fraser Valley Branch.

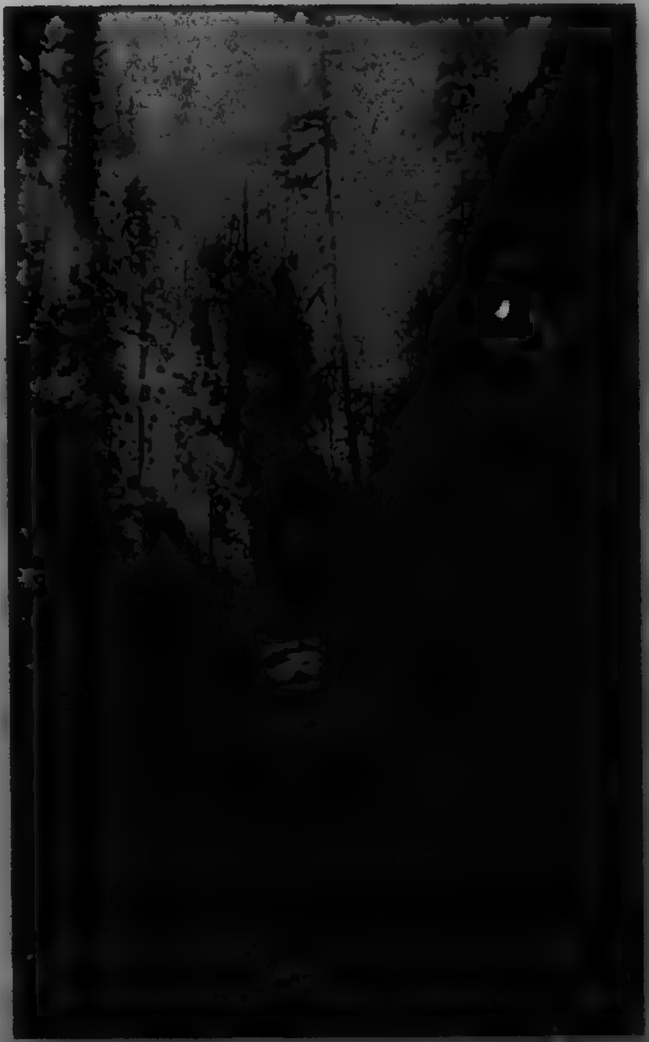
The transformation of a farm into Electric Railway Terminals.

Chilliwack Passenger Station, Freight Sheds and Sub-Station during construction.

NORTH VANCOUVER

Two Views of Rock Crusher on Mountain Side at Deep Cove,
North Arm, Burrard Inlet.
200 Horse Power.

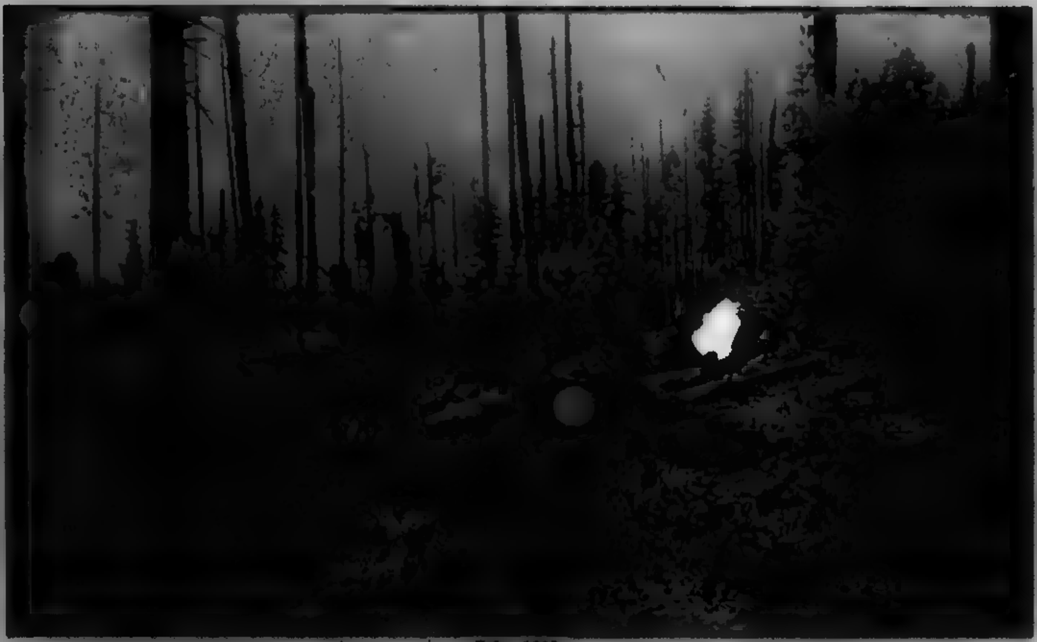
NORTH VANCOUVER



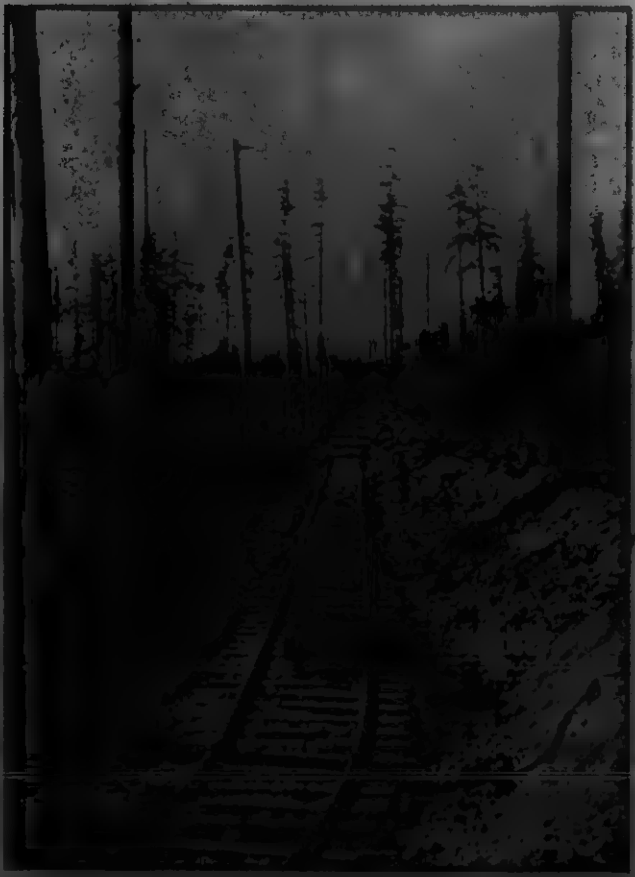
Two Scenes on Capilano River, served by Car Line Extension, North Vancouver.

NORTH VANCOUVER

Two pictures of Capilano Extension Right of Way taken from the same viewpoint.



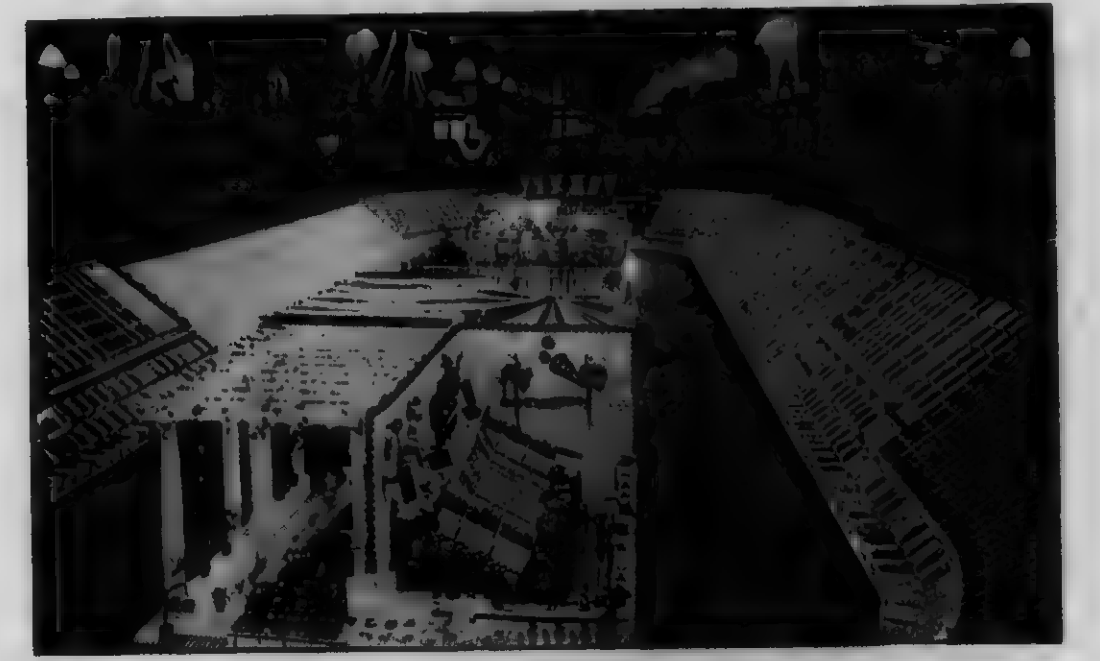
July, 1910.



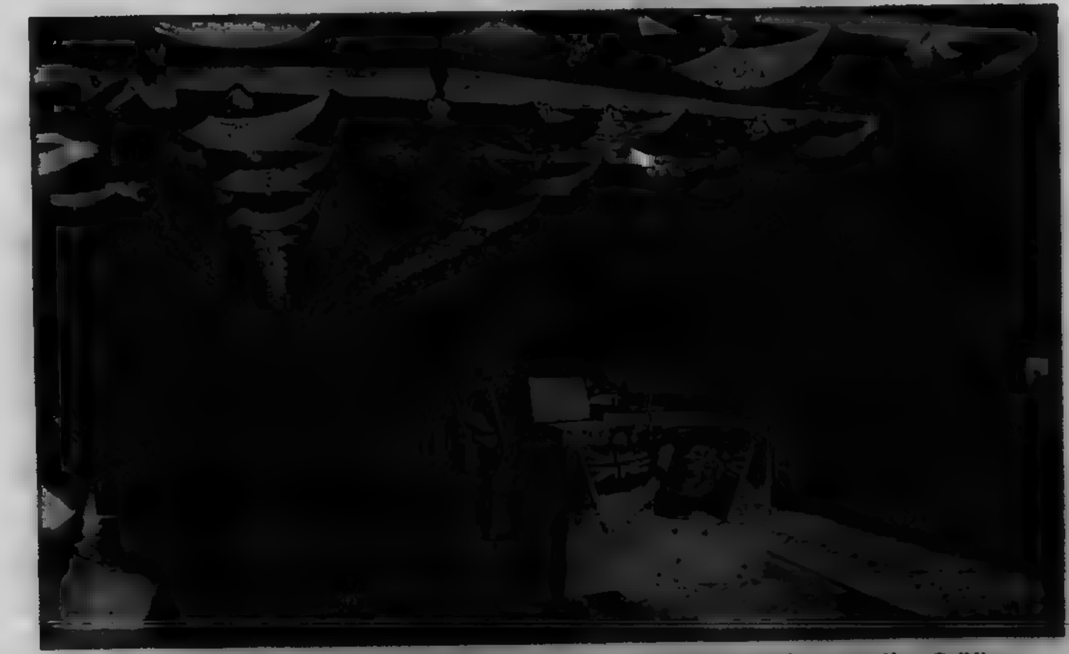
September, 1910.

FIRST CANADIAN APPLE SHOW

1910



Horse Show Building.
Midnight Photo taken by Osram-Holophane (Tungsten) Illumination.



Carload Lot Exhibits in temporary building erected over street and adjoining the Horse Show Building.
Photo taken by Tungsten Illumination.

Night Photo, showing high standard of Osram-Holophane (Tungsten) Interior Illumination.

City Branch and Sales Room, 779 Granville St., Vancouver.
Window Display of Hotpoint Electric Irons, Tungsten Lamp Illumination.

Electric Signs contribute toward the brilliancy of

VANCOUVER STREETS AT NIGHT

Hastings Street West, looking East from Richards Street.

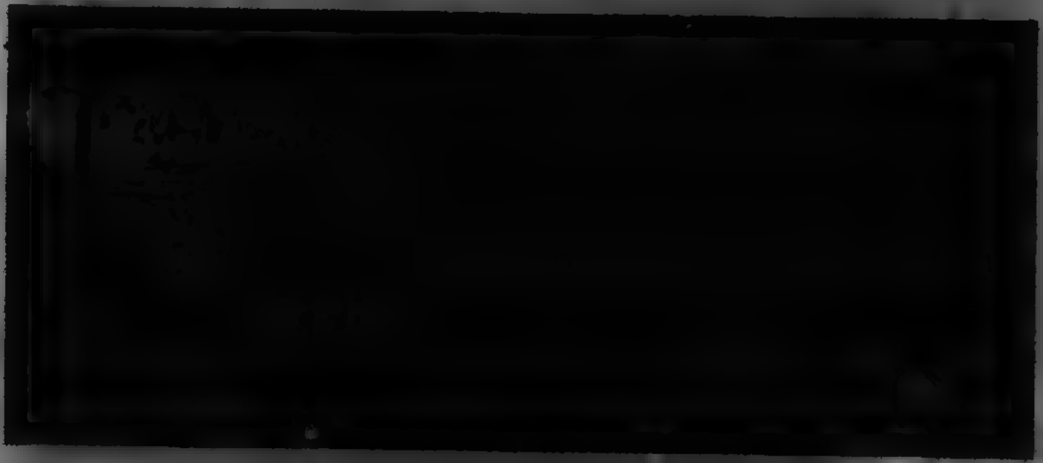
Granville Street, looking South from C. P. R. Railway Station.
Ornamental Tungsten Lighting.

VANCOUVER AT NIGHT

Hastings Street West.

Granville Street, looking South from Hotel Vancouver.

Night Photos of Store Fronts, showing high standard of Illumination maintained from Heart of City to Outlying Districts.



Osram (Tungsten) Lamp, Street and Ornamental Lighting.
English Bay Pier and Promenade. Stanley Park in Background, Vancouver.

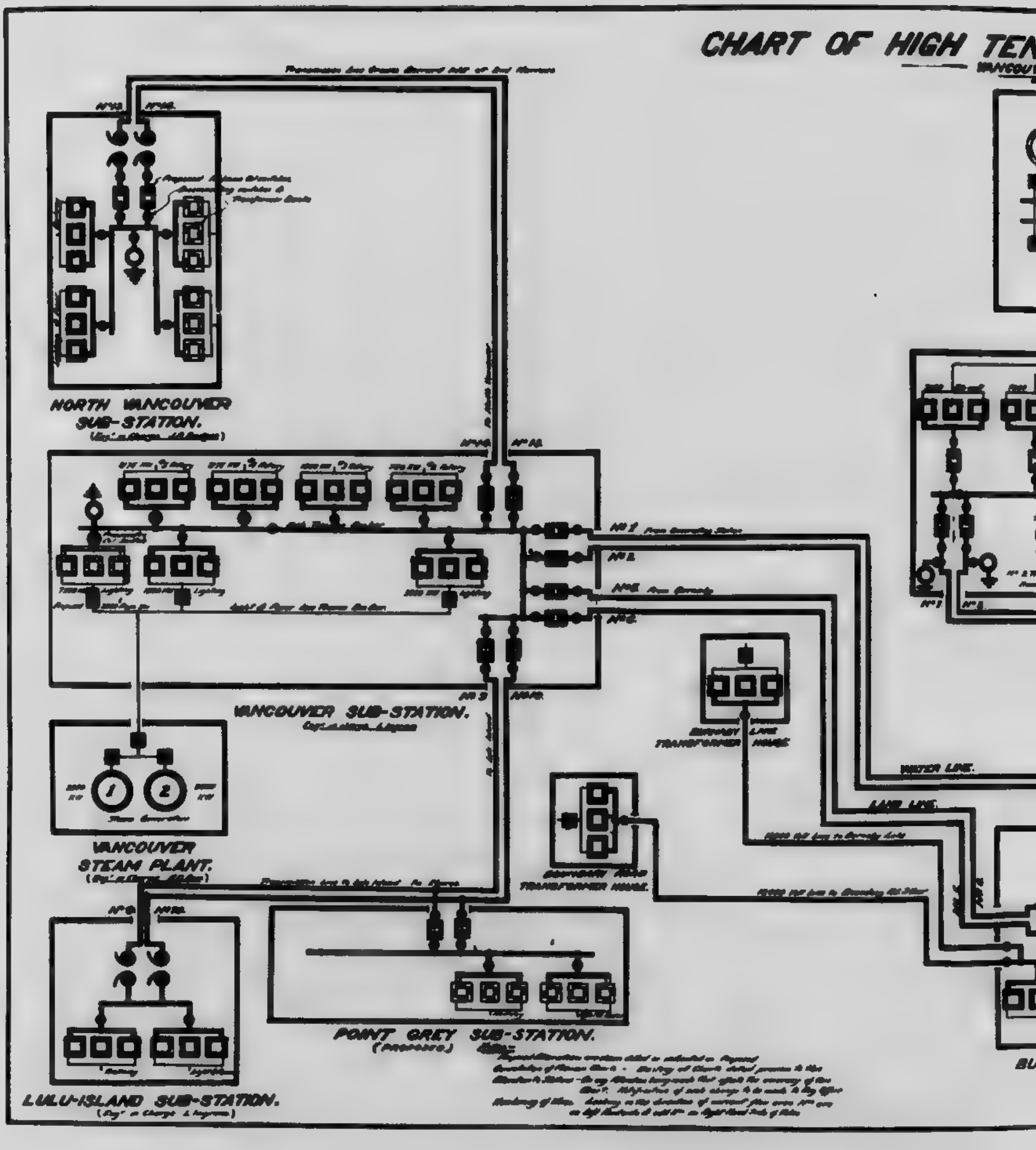


CHART OF HIGH TEN
NORTH VANCOUVER SUB-STATION.
VANCOUVER SUB-STATION.
No 1
No 2
No 6
No 3
WATER LINE.
LAND LINE.
BURNABY LAKE TRANSFORMER HOUSE
BOUNDARY ROAD TRANSFORMER HOUSE.
1
2
VANCOUVER STEAM PLANT.
POINT GREY SUB-STATION.
(PROPOSED)
LULU-ISLAND SUB-STATION.
BU

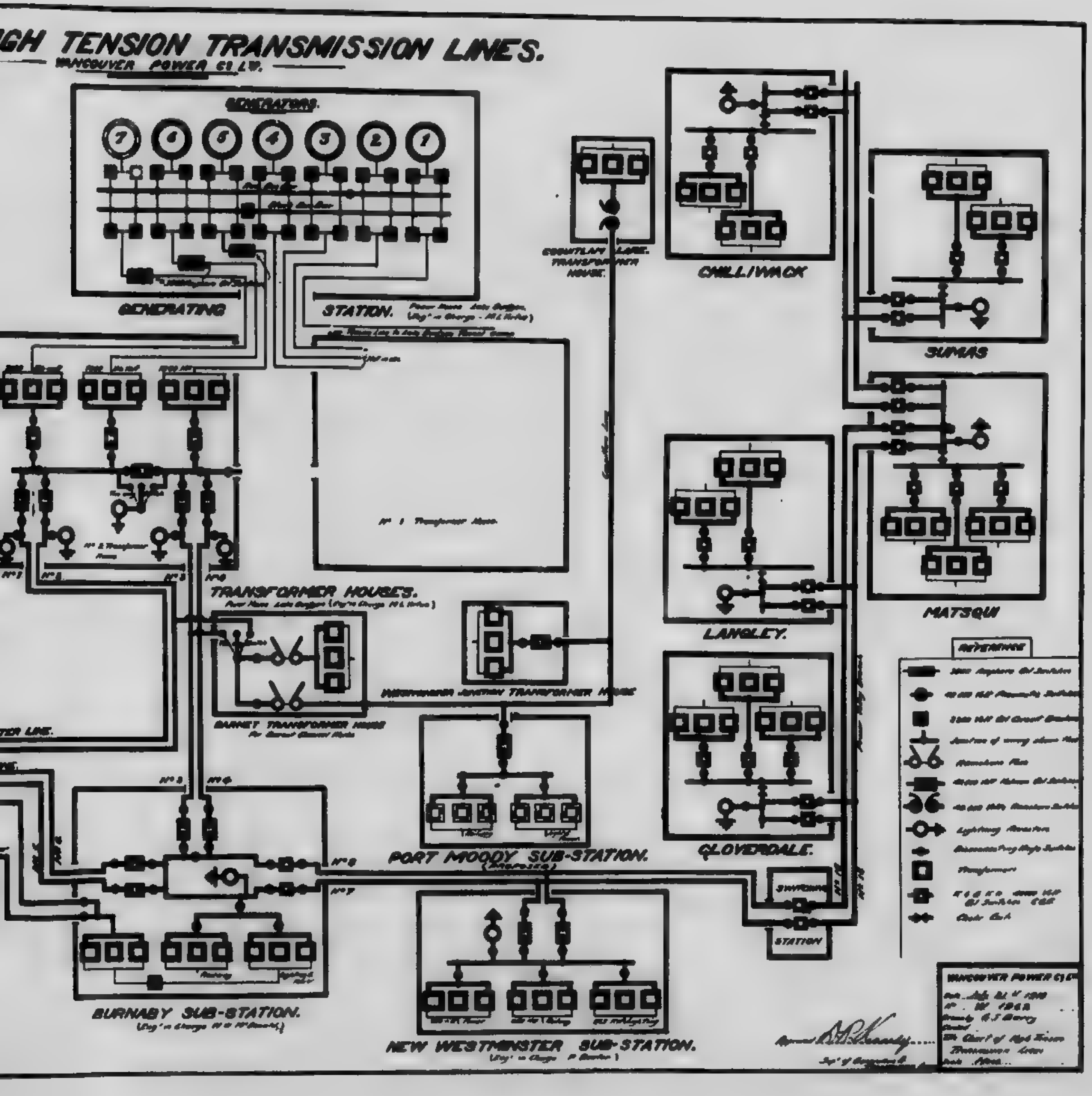

GH TENSION TRANSMISSION LINES.
VANCOUVER POWER Co LD.
GENERATORS.
7
6
5
4
3
2
1
GENERATING
STATION.
No 1 Transformer House.
TRANSFORMER HOUSES.
BARNET TRANSFORMER HOUSE
COQUITLAM LAKE TRANSFORMER HOUSE.
CHILLIWACK
SUMAS
MATSQUI
LANGLEY.
CLOVERDALE.
PORT MOODY SUB-STATION.
(PROPOSED)
SWITCHING
STATION
BURNABY SUB-STATION.
NEW WESTMINSTER SUB-STATION.
REFERENCE
Lightning Arresters
Transformers
VANCOUVER POWER Co LD
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Chart of High Tension Transmission Lines
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No 1
No 2
No 3
No 4
No 6
No 7

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